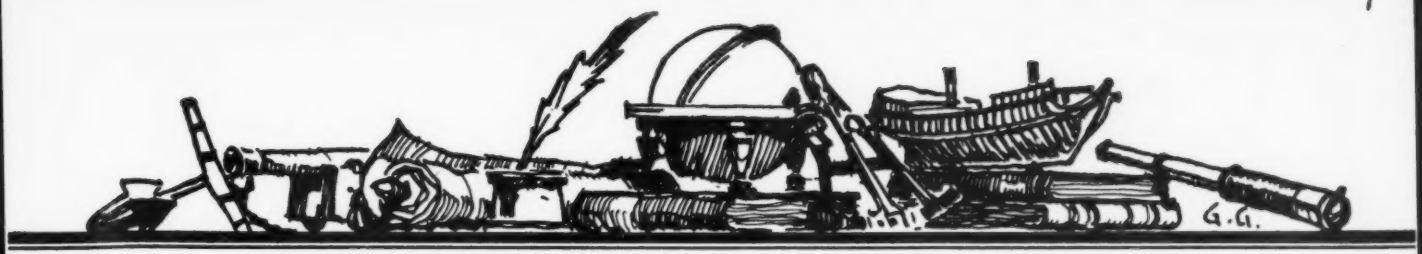

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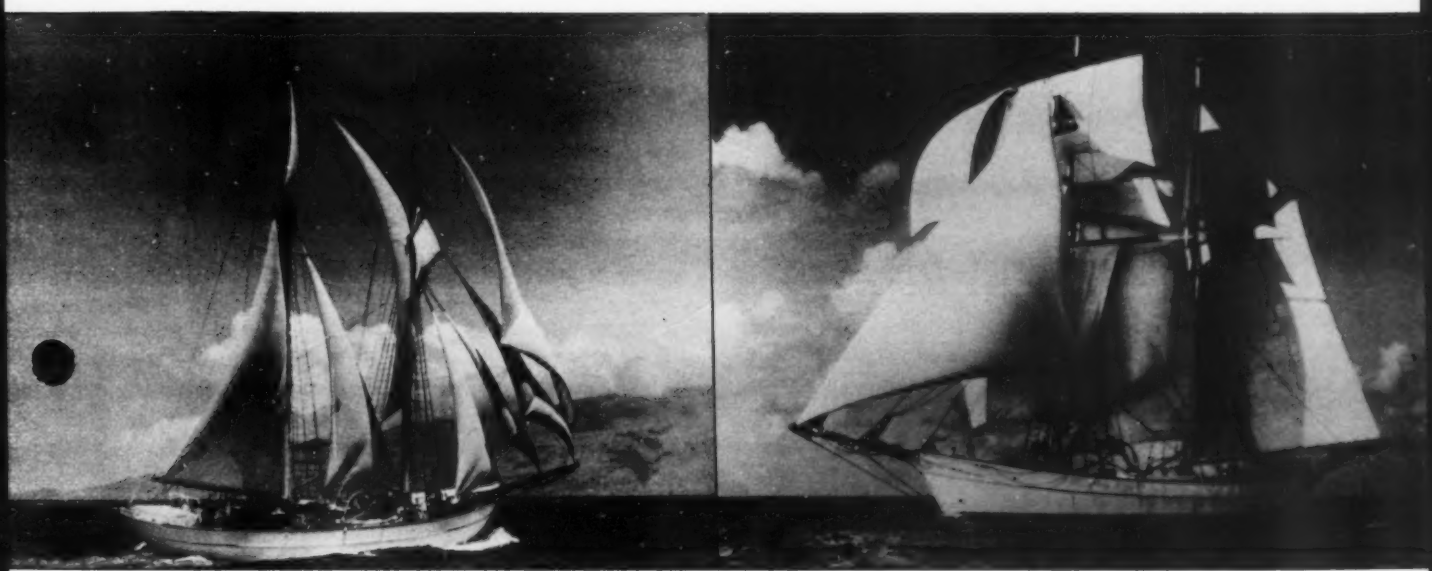


CRUISING IN THE BRIGANTINE "YANKEE"

BY ARTHUR C. JOHNSON, N. R. G.

As I am writing this story the YANKEE is sailing through Turk's Island Passage on her way to Cape Haitian on the north coast of Haiti on her sixth voyage around the world. It is pitch black and fierce squalls are buffeting the vessel every half hour. Seven sails are set and the ship is making over eleven knots. At this rate Haiti isn't far off.

I first saw the YANKEE in 1947 in the small fishing village of Brixham in the south of England. My father Comdr. Irving Johnson, was having her rerigged as a brigantine suitable for voyages around the world. The idea was nothing new - Comdr. Johnson had already sailed a schooner YANKEE three times around the world. He had sold her when the world war threatened and was now getting another vessel to continue the trips. I was two months old when I began my first voyage around the world and I am now second mate on the brigantine YANKEE.

The YANKEE was formerly the pilot schooner DUHNEN and before that the EMDEN. She was built as a pilot schooner without auxiliaries by the North Sea Works at Emden in 1912. She came very close to ending her career in 1937 when she was wrecked in the Baltic but

just managed to be pulled off. Three years later she was taken over by the Luftwaffe and in 1945 became a British prize of war. It was while she was at Southampton that Comdr. Johnson heard of her and purchased the vessel. The ship was entirely done over. Every thing was taken out of her and even the inside of the hull was given a protective coating before installing 10 tons of insulation. Two 45 horse-power engines were installed with generators and double sets of batteries. Her rigging plans were altered also. The sail area was doubled and she was even outfitted with a pair of nylon stunsails - the first of that material ever made. The dimensions of the YANKEE are 96' x 21' x 11'-6", her sail area is 7775 square feet.

After two months at Brixham she was ready for sea. She left the drydock with the riggers still aboard following the custom of the old windjammers. Now rigged as a brigantine she set out across the Atlantic with a crew of twenty-four young college boys who had come over from the States to sail back in her. She arrived in Gloucester, Massachusetts, her new home port, after stopping at St. Malo, the Azores and Bermuda, and began fitting out for a world cruise.

The YANKEE left Gloucester on November 2, 1947 with a crew of twenty boys of college age who shared the expense of the cruise. The cook was the only paid hand, although the doctor and first mate went for less than the rest of the crew. The journal of the world cruises brings the YANKEE to Haiti before going through the Panama Canal and on to the barren Galapagos, famous for its turtles and being the place where Darwin founded his theory of evolution. After Easter Island where the gigantic stone heads still baffle archeologists, the YANKEE stopped at Pitcairn where the crew was taken into the homes of the descendents of the mutineers of the BOUNTY for a week. Pitcairn rises so abruptly from the sea that there is no anchorage, so the vessel was forced to stand off and on during the entire stay. The ship then headed north for beautiful and romantic Tahiti and on to the Hawaiian Islands before starting south again for Samoa and the wild, primitive New Hebrides. New Guinea, with its people still in the stone age, still using stone axes and exterminating pious missionaries, is in some respects the highlight of the cruise. Here it was possible to fly in tiny planes into recently opened areas in the interior and see a people as they were 2000 years ago. Along the coast can be seen the scars of war- on one island can be seen 1000 or more planes with their backs broken left there by the United States. The YANKEE then visited the Philippines, Birnee, Siam, Singapore and luscious Bali before sailing across the Indian Ocean for South Africa. On the way up the Atlantic the vessel visited Napoleon's hated island of exile, St. Helena, and Ascension. The ship was painted at the island of Antigua, where Nelson used to careen his ships a century and a half before. We called at Bermuda before reaching Gloucester, exactly a year and a half out. Ten thousand people crowded the waterfront to welcome the YANKEE back. So another cruise was ended, twenty more young boys had learned to live with each other in close quarters and had become sailers and men.

My parents have written three books about the cruises - "Westward Bound in the Schooner YANKEE", "Sailing to See", and YANKEE'S"Wander World". They have also written a number of articles for the National Geographic and lectured over most of the United States.

It is still pitch black and a squall is about to hit us. Everyone is talking about the coming port and a trip to the ruined citadel of the negro king, Henri Christophe. I plan to spend the night in the citadel. I won't be surprised if I see the murdered king' ghost walking the ramparts. I only hope the bats aren't vampires.

* *

This cruise started November 1, 1953 and will end at Gloucester on May 1, 1955. We sighted Turk's Island Passage at 18:10 on November 11th. The next morning we arrived at Haiti, since then we stopped at Grand Cayman and Colon, Panama, and are now (Nov. 28) in Balboa at the dock where Queen Elizabeth is due to arrive tomorrow. We are madly cleaning the ship in case the Duke of Edinburgh decides to pay her a visit

Correction: Midwest Model Ship Outfitters, John J.O'Connell. The correct address is 5704 Story Island Ave., Chicago, Illinois.

SIGNAL HOISTS

Answer to Query 153 of Winston Langdon, by Charles F.H. Menges, 6838 Grant Ave., Carmichael California.

If your signal hoist were a recent one (of the past 50 or 60 years) it would probably be in the International Code, as explained in the introduction to your 1887 MVUS. Although the United States Government had not formally recognized the International Code, MVUS from its beginning assigned signal letters in accordance with that code and from 1877, or earlier, carried an explanation of the code, together with a list of seagoing vessels arranged in order of their signal letters. This list was included in each MVUS until 1892 or a year or so later. Between 1892 and 1895 this practice was discontinued and since that time the list has been issued as a supplemental volume. So you could refer, for a U.S. vessel, to MVUS or its supplement or, for a vessel of any nationality, to the International Code Signal Book.

Earlier hoists (back to about 1860) could be in International Code or in any of the codes in previous use. Prior to 1855 or 1860 the hoist could be in any one of the ten or more competitive private codes of which Capt. Marryat's (of"Mr. Midshipman's Easy" fame) Universal Code of Signals was probably the most popular.

The American Neptune published an interesting article by M. V. Brewington on these early signal systems. Mr. Brewington points out that the signal hoists can be useful in identifying ship paintings and, being easily overlooked by persons unfamiliar with the various codes, can also be used to aid in checking forged paintings or those altered from a representation of some obscure vessel to a more famous one. Unfortunately, it is usually impossible to know what code a particular vessel used, and unless you are able to check the picture against all systems, you cannot be sure of learning the name of an unknown vessel or if the hoist for a named vessel substantiates the name. The fact that Rogers' code, for instance, identifies a vessel by one hoist while Marryat's code lists her with an entirely different one means nothing. Each originator of a code, in order to make his system more generally useful and to increase the sale of his code books and flags listed every vessel he could find, assigning to each a code in numbers or letters according to his system, So any vessel could appear in several or all code books current at the time she was afloat with, of course, a different recognition signal in each book.

However, as you know, marine research generally depends on a number of items agreeing or disagreeing and the signal hoist is just one item to check. But if you found a painting of the HERALD of the MORNING flying the American Code hoist for the LIZZIE Q, or a picture presumptively painted in the fifties showing a hoist in the International Code, there would be at least a reasonable doubt of authenticity.

As to changes in the signal flags, basically signal changes have not been in the flags but in the codes for which the flags were used. That is, because the codes were private commercial enterprises, the change would be from one complete code to a better one rather than changes within a given code or a gradual transition from one code to another. There were of course, changes in most all of the early codes but by the nature of a code any drastic change would destroy its utility and such changes as were made were principally to broaden coverage in one direction or another. Similarly there have been changes in the present International Code which started with a total of eighteen square flags, burgees and pennants plus a code or answering pennant and now has more than twice that numbe

The International Code, it is true, borrowed most of its original flags from the Universal Code, but that was probably because Marryat's colors and shapes were considered the most readily distinguishable at sea and/or, as more shipmasters already had his flags the change would be more readily accepted. Otherwise there are a few points of similarity between the two codes. But such changes as were made in the earlier systems and those which have been made in the present system in no case altered the hoist of any vessel. Once a hoist had been assigned to the vessel it was recognized by that hoist under that code as long as it lived or carried the same name and flag. So the matter of recognition or verification by signal hoist is a matter of determining to what code system the subject code belongs and (1) what vessel was entitled to show that hoist or (2) if the subject

(continued on page 197)

MODELMAKER'S THICKNESS PLANER

by Roy Rogers

Here is a space thickness planer that will take care of nearly any planing problem confronting the modelmaker. It quickly turns out wood to the exact thickness required and within very close tolerance. Pieces of practically any width and length likely to be needed can be readily handled. The planer operates on the ordinary wood lathe and can easily be attached and removed.

The handyman can also find many uses for this machine. The simple, sturdy design enables it to handle short runs of regular sizes of lumber. Small amounts of in-between sizes, which would be too expensive ordinarily can be readily obtained.

The basic unit of the planer is illustrated in Figs. 1 and 2. No dimension is given for the height of the table support as it will vary with the size of the lathe and sanding drum. Make the table support high enough to bring the table, when level, about 3/4" below the drum. The bracket should be 1" lower than the table support. This will give you a thickness range approximately 0" to 1".

Probably any 3/4" scrap wood that you have around the shop will be suitable, only be sure to select a perfectly flat, true piece for the table as it is the deciding factor whether your planer will do accurate work. If you should decide to make the table larger you might screw a couple of cleats to the underside to prevent warping.

The height of adjusting screw is made by running a wing nut tight against the head of a round head bolt; they will then work as a unit (Fig. 5). Drill and tap the bracket for this screw or, if you do not have a tap, drill an undersize hole and work the bolt into it to cut its own threads. A thumb screw is fitted the same way in the end of the bracket to lock the height adjusting screw in position.

Three leveling screws in the base permit tilting the planer to either side to bring the table exactly parallel to the sanding drum. These are 1/8" machine screws threaded into undersize holes and are fitted with locking nuts. (Fig. 4) Place two of these on one edge of the base on the opposite edge in locations which can easily be reached when the table is in operating position.

A base clamp for holding the planer on your lathe can be made as shown in Fig. 2. The upper block should fit between the lathe ways to prevent the clamp turning when tightening the carriage bolt. On some lathes it may be possible to use the regular tool test clamp.

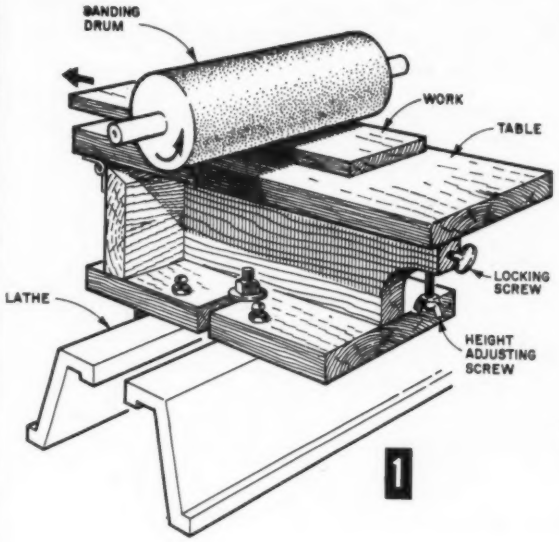
Narrow stock can be planed with a commercial type drum that fits the lathe headstock For wider pieces, turn a long drum from wood and mount it between the lathe centers.

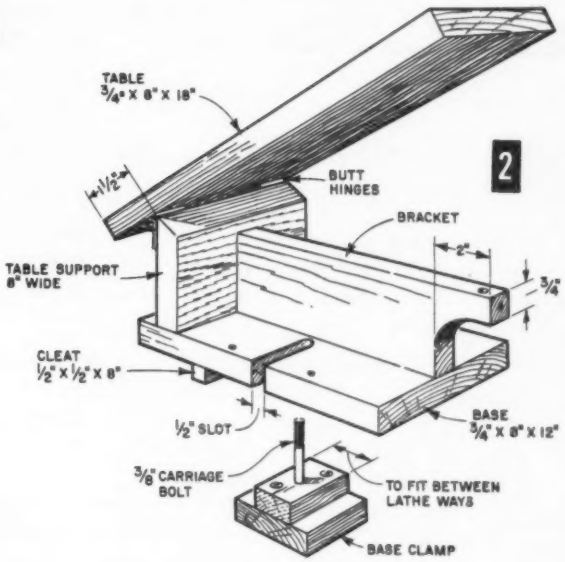
In general, the planer will work best with a sanding drum coated with a fairly coarse paper run at medium speed. Fine papers tend to clog up. Be sure to feed the work AGAINST the drum's rotation. Otherwise, you might find your work yanked out of your hand and hurled across the room. Run the lathe backward or if your motor does not reverse, feed the stock in from the back of the lathe. Raise the table slightly with the height adjusting screw to take a light cut at each pass. To test the set-up run a wide piece of stock through and carefully measure both edges. If the thicknesses are not equal, loosen a leveling screw on the over-thick side and retest.

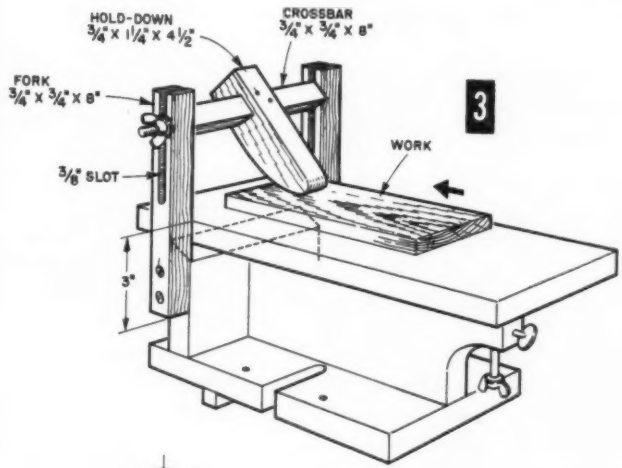
There is a tendency common to planer operations for the work to "hog", i.e. to spring away from the table as it leaves the sanding drum. This will be no problem with short pieces of stock as you can easily hold them flat on the table with your hands, but when handling long pieces you may find it worthwhile to add the holddown illustrated in Fig.3. The hold-down leaves both hands free for supporting and feeding the work into the planer.

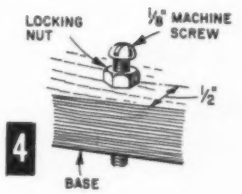
Place shims between the forks and the table support to permit the table to swing freely. Make a 3/4" square hole in the hold-down for the crossbar and glue or nail them together. The crossbar rotates on a carriage bolt and should be long enough to bind rigidly between the forks when the wing nut is tightened. In use, the hold-down is fasteed snugly against the work as it emerges from the drum so that the work can slide freely but without vibrations.

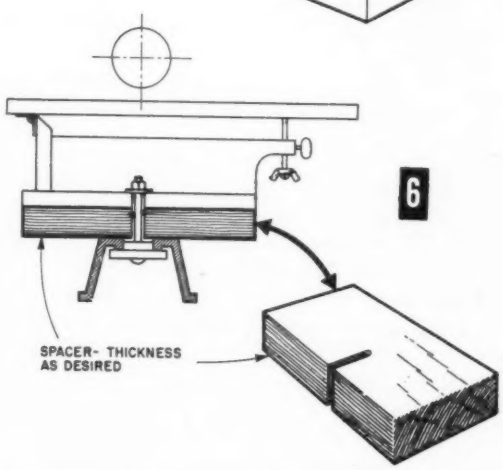
MODELMAKER'S THICKNESS PLANER

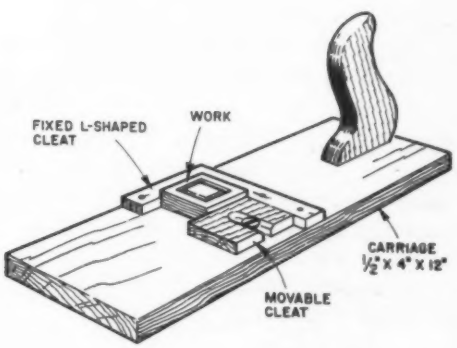












Ray Rogers

Two easily made accessories will give a wider range to your thickness planer. The spacer illustrated in Fig. 6 is simply a block of any convenient thickness placed on the lathe bed and the planer rests on it. In this case the table support height is reduced accordingly. Without the spacer, the planer will accommodate extra thick wood, and when one or more spacers are added the finest pieces can be worked.

A simple feed carriage, as shown in Fig. 7 is valuable for handling extremely small pieces, such as semi-finished parts of models. The work is held between two thin cleats, and an L-shaped one that is fixed to the carriage and movable cleat that is pushed lightly against the work and secured with a turn of the screw.

QUERY "B"

From Harold A. Underhill, N.R.G., 60-62 Queen Elizabeth Ave., Hillington, Glasgow, S.W.2

American Training Ships

I am trying to compile a list of vessels which have been used on training duties in American waters, and I show herewith a number of craft whose histories I am anxious to complete. I will welcome any information on other ships not in the list which may have been so employed.

ADAMS Schooner (?) employed at training or accommodation vessel by Pennsylvania State Nautical School in the early 20's.

ANNAPOLIS Schooner-barge, built by the American Car and Foundry Company in 1912. Did she also end her days in the service in the above school? If so was she used for training or merely acoommodation?

ATLANTIC Schooner, one time in service of the U.S. Coast Guard, broken up 1949?

CHASE Schooner also of the U.S. Coast Guard. Lost 1938.

CONSTELLATION Schooner, ex SALLY PERSIS NOYES. What became of her after she was converted to yacht or training vessel.

FREEDOM Schooner, built by S. Morton. Gifted to Naval Academy, Annapolis.

GRACIE S. Schooner, built as pilot vessel in 1893. Owned by Capt. Edison Kennell.

HARRY HOWARD Ex FLORA, built as schooner-barge by Kelly & Spear, Bath, Maine in 1900. Owned successively by Commercial Tow Boat Co., Boston; New England Fuel and Transport Co., Boston; Mystic S.S. Co., Boston; T.J. Howard, New York. Wish to trace final years.

HUSSAR 3-masted schooner, built by Bermeister & Wain, Copenhagen. Aux engines.

LAWRENCE HOWARD -- ex EDITH, schooner-barge - built 1891 by Kelly & Spencer for the Commercial Tow Boat Co. and later owned by T.J. Howard of New York.

LOTTIE BENNETT, ex NORMANDIE, ex LOTTIE BENNETT, built in 1899.

SARATOGA Schooner (?) Employed by Pennsylvania State School from 1889 to beginning of present century?

YANKEE LASS - ex NORDEN. Built in Denmark.

VERNA Schooner, ex yacht, 500 tons, aux. Used by Marine Academy, Long Island.

CHRISTMAS CARDS. Although it is pretty late in the season we wish to extend New Years greetings to all members of the Guild. We never before received so many Christmas cards with many pictures of ships of all types from the DUNSYRE to the ice-boats on the Hudson. We were happily encouraged with the many kind messages and thoughtful wishes for the continued success of the Guild. If it were possible we would answer every one but we are literally snowed under with mail and the work of publishing the Journal. Please accept our grateful thanks.

Harry D. Hamilton

Signal Hoists continued from pg. 194.
vessel was entitled to show that hoist. That is all I can furnish except for a note to modellers. If you want to show a signal hoist on your model and do not know what code the vessel used, don't just run up a string of flags. You can be technically, if not historically, correct if you show the proper hoist from any code book in which you find the vessel listed.

VOLUME VI JANUARY 1954 NUMBER 1 ~~198~~

ARCHITECTURE OF THE CLIPPER SHIP

By Willis L. Nye

Students of nautical history believe the Clipper Ship era presented the zenith in sailing ship performance. Although this class of vessel has been reputed to be and thought of as costly to operate, actually the contrary was true. The high performance of Clippers on long passages were due to two factors. The first was an amazingly efficient design and the second was extraordinary capable performance of duty by officers and crew that sailed the vessels. The long passages completed in record time, that lasted well into the age of steam, demonstrate clearly the efficiency and economy of business ventures that preferred the quick turnover of cargos at high profits at but slightly higher operating costs.

Two predominant factors made these ships fast sailers; (a) improved design of the hull and (b) changes in rigging and sail area. Until the advent of the clipper ship, the general configuration of ship hulls had been one of slow evolution for hundreds of years. Within a relatively short period of time however, the clipper hull achieved a highly developed design that became one from which modern hulls are sometimes predicated.

Among the primary characteristics of hull design is the factor known as block coefficient. This has been defined as the ratio of the underwater volume of the circumscribing rectangular paralleloepiped. Simplified, this means that a rectangular solid of the same length as the load water line and with a width equal to the beam and a depth equal to the maximum draft determines this coefficient. It is the primary coefficient of hull design and its effects that can be determined by towing basin experiments. Clipper ships had block coefficients ranging from 0.60 to 0.70, whereas older types of ships had coefficient of approximately 0.85. Usually, a low block coefficient is indicative of high performance in relation to the propulsive force - whether such force is from wind or from mechanical power.

While the block coefficient is a primary factor of hull performance, there are others which also contribute to efficient hull design. For example, ships designed prior to clippers had two undesirable design characteristics, one being excessive freeboard coupled with considerable tumblehome and the other being the extreme of deadrise of the underbody. Both of these factors did not materially improve handling of the ship at any speed. Extreme deadrise was thought to be necessary in conjunction with high freeboard in order to provide for dry decks. These characteristics of sailing ship design had persisted over a period of years and naturally resulted in a vicious cycle of inefficient hull design. The more excess of freeboard and tumblehome that was present in the ship design, the greater the need for a sharper angle of deadrise. The resulting high freeboards made sailing ships hard to handle in tacking against the wind and there was a correspondingly more demand for deadrise to offset the tendency to become over weatherly.

It was evident on long overseas voyages that much tacking and sailing against the wind were necessary to attain a quick passage and the disadvantages of high freeboard in conjunction with pronounced deadrise became more and more obvious through the years. Primarily, the high freeboard was thought to be necessary in order to obtain a dry weather-deck, but in the achievement of this goal, the ship became cranky and difficult to tack. As a result of this fallacy of design, American shipbuilders eventually reduced the angle of deadrise and amount of freeboard which of course resulted in a wet weather deck.

It did not take long to discover that the early clippers, when sailing before the wind, had a distinct tendency to bury their sharp prows in the heavy seas. Considerable thought thereafter was given to improving rough water performance of these craft. Attention was first directed toward improving the then existing hull designs. It became evident to marine architects after sufficient observation, that several design factors and failures contributed to buried bows and wet decks and these could be rectified.

Heretofore, sailing ships had had high forecastle and in many instances an even higher stern which resulted in a longitudinal sheer that rose aft instead of foreward or what might be described as a negative sheer. Just prior to the introduction of the first

clipper ship, sheer design was assuming a more positive attitude, i.e. a tendency to rise at the bow instead of the stern. While this change in design tended to reduce the amount of spray on the deck, the sheer factor alone was not sufficient to provide for drier decks. It was determined that if the hull at the bow could be flared, the spray would be deflected to the outsides of the ship and the danger of flooding the decks somewhat lessened.

The resulting changes of sheer design, together with a flaring at the bow marked a definite change in the appearance of wooden sailing ship hulls of the day. Some of the changes in characteristics did not cease at the close of the sailing ship era, but were carried forward into the design of modern vessels.

Among other contributing factors to flooded weatherdecks was the geometry of rigging contemporary vessels. It was learned, after numerous experiments (the first were developed by Col. Mark Beaufoy - British), that the natural tendency of a solid object floating on the water - when projected through said water by force - would rise at the forward end. Substituting a ship for the object, the force, of course, would be the wind. Such research led to further experiments with models in a towing basin with much effort concentrated on the problem of prevention of plunging, particularly when sailing before the wind. It was learned that the position of the center of the applied wind force on the rigging contributed to the flooding of weather decks under certain conditions and corrective measures were again undertaken along these lines. Some of the conclusions that were reached indicated the traditional positions of the foremast and after masts should be changed to points farther aft on the hull. In this manner, by employing the law of compound levers, plus provision for adequate sheer and flare at the bows, that the weather deck was made drier than heretofore. The change of placement of the masts to points further aft from the heretofore normal positions was an identifying feature of clipper ships.

The normal longitudinal motion of early clipper ship hulls, when sailing before the wind, was to rise on the crest of a wave and plunge in the trough. In order to overcome excessive and severe plunging, later designed hulls featured a more pronounced flare at the bows, which increased the buoyancy of the hull forward. It was further determined that excessive tumblehome - when present in the hull design - resulted in a wet weatherdeck and heretofore this objectionable failure had been partially overcome by increasing the freeboard and adding a high forecastle. After a period of time, shipbuilders learned that by eliminating tumblehome and designing a suitable flare at the bow, they could lower the freeboard thus improving the sheer. This made it possible for crews to handle the ship more easily. The gain in ship maneuverability was of distinct advantage particularly when sailing in restricted waters. In short, the low freeboard design simply meant that less of the side area of the ship was exposed to cross winds and lateral movement of the ship was also lessened.

These changes not only resulted in high sailing performance but provided for a hull design that was more longitudinally and transversally in the water. Designers found the lesser the angle of deadrise in hull design, the lower the ship's ballast could be placed which resulted in a reduction in overall metacentric height.

In addition to various improvements to the bow design of clippers, much attention was devoted to midships sections and stern developments. Early towing basin experiments revealed that the release of water aft of the hull was indicative of the efficiency of the hull design. Turbulence of the wake indicated wasted energy and lack of turbulence proved the overall design of the ship was good. Traditional hull designs were changed so that long deep hollows under the stern were avoided and the mid-sections of the hull were made fuller for the greater length of hull. These changes resulted in a reduction of eddy currents in the wake aft and enabled the ship to attain maximum speed for a given wind velocity when sailing before the wind.

Another feature that contributed to improved performance of clipper ships at sea, the ship's hull that was constructed along heavier lines than those of ships built heretofore. One reason for the heavier hull was the growing practice of providing larger sail areas. Design of sails had changed along with hull and rigging so that they could capture the

Maximum of force from the wind instead of billowing and flopping all over the place. The heavier hull provided a stable platform to mount the heavier masts and spars that took care of the increased sail area and so on along the line. The practice of close spacing of ships ribs permitted smooth fair fore and aft lines which in turn meant the clipper hulls were able to move through the water with a reduced amount of turbulence. Shipbuilders in the United States had a distinct advantage over foreign competitors in that they had ready access to long ship timbers and could carry out their bold concepts of hull construction with a minimum of additional dead weight.

All of these design factors made the clipper ship a fast sailer. The economics of the day also placed a premium on speed and more speed and clippers played their important roles along with the development of new world markets and colonization of distant lands.

LEST WE FORGET

November eleventh has come and gone. Each year we have the poppies to remind us of the dead in Flanders fields. We of the Guild may well remember the submarines of 1914-18 destroyed great numbers of sailing vessels. As though that were not enough, the savage air attacks of 1939-45 wrought havoc with the records of the era of sail.

In particular, Mr. Harold Underhill speaks of the loss of his collection of ship data, which had taken a lifetime to gather, as well as models which went the same way. And the City Librarian of Liverpool writing to Mr. Cookson says, "Regarding the Shipping Gallery, the whole of the Museum's Department was destroyed by enemy action in May, 1941."

From a member

REVIEW

By J. W. Harbin, Jr.

A new book titled "Chesapeake Bay" has recently appeared on the shelves of local bookshops. In this work, author Marion V. Brewington has assembled a wealth of pictures depicting events of historical interest, rare objects and various types of sailing vessels used on, around and peculiar to the Bay area. The accompanying text was purposely kept to a minimum so as to direct the readers attention more to the pictorial presentation of the maritime story of the Bay from its first settlements to present times.

The Chesapeake area has much to offer in the way of maritime interest, for it was here that the first permanent English settlements were made and it was here that shipbuilding as a profession had its American beginnings.

The development and expansion of commerce was dependent on water transportation. Consequently, the development of watercraft played a most important part. The various types of boats of local origin such as the Baltimore Clipper, the Bugeye, the Skipjack, and Pungy are described and pictured. The tobacco trade, oystering, crabbing, fishing, waterfowl hunting, two-way African slave trade, the Privateers and every other phase of the Bay's development is shown in word and picture.

The pictures were carefully selected from many sources and some appear here for the first time in print. Mr. Brewington is a well known authority on typical Chesapeake Bay craft and has published such well known works as the Log Canoe (vols. 1 and 2) and a standard work on Bugeyes. The present volume has been published by the Cornell Maritime Press, Box 109, Cambridge, Maryland and sells for $6.50 per copy - postpaid.

"RED SAILS IN THE SUNSET"

From Richard Orr - Here is the pay-off. The other day a lady phoned; said she had read about me and my ships and wanted to know if I fixed ship models. I said-"Yes, what is the matter?" She said "I am in awful trouble. I took the sails off my husband's nice model and dyed them RED to go with the rest of the room. Now I can't get them back on and my husband is so mad." Harry, I did not think about it much at first, but that night when I was eating supper, I got to thinking about it and darn near choked.

NAUTICAL RESEARCH GUILD
Dedicated to the Era of Sail
SECRETARY'S MONTHLY LETTER
THE SECRETARY'S MONTHLY LETTER WAS ESTABLISHED IN 1948

THE NAUTICAL RESEARCH JOURNAL is published monthly by the members of the Nautical Research Guild. Membership dues, including the Journal, are $5.00 a year. New members will receive the numbers which have previously been issued in the current volume and the numbers for the remainder of the year.

Dues are payable in January of each year and are in force until the written resignation of a member.

The opinions and assertions in the Journal are the private ones of the writers.

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Letter to the Secretary
From Thomas E. Tragle - "Modelcraft", 124 Patrician Drive, Hampton, Virginia

As you can see from my new letterhead, I have started a small business of my own on the side which takes every moment of my time -- I plan to make the following models: architectural, industrial, terrain, ship and display. I feel that it will work out fine and right now I am trying to make the right contacts. If I can possibly work up something for the Journal which I feel will be of interest to the members, I will certainly do so.

SAN FRANCISCO CHAPTER OF THE NAUTICAL RESEARCH GUILD

The Maritime Museum was the meeting place of the San Francisco Chapter of the Nautical Research Guild for their December meeting. Captain Leighton Robinson, President, in extending a greeting to the members remarked that in order to increase the attendance the meetings must be made interesting and attractive and earnestly requested that each member offer suggestions and ideas toward that goal. He then presented Commodore Smith, Chairman of the Program Committee whose efforts have made the meetings increasingly entertaining. Commodore Smith introduced his guest Mr. W. T. Meyes and some television experts who are planning a broadcast on behalf of the Guild at some future date, the broadcast will be done directly from the studio at the Top of the Mark Hopkins Hotel.

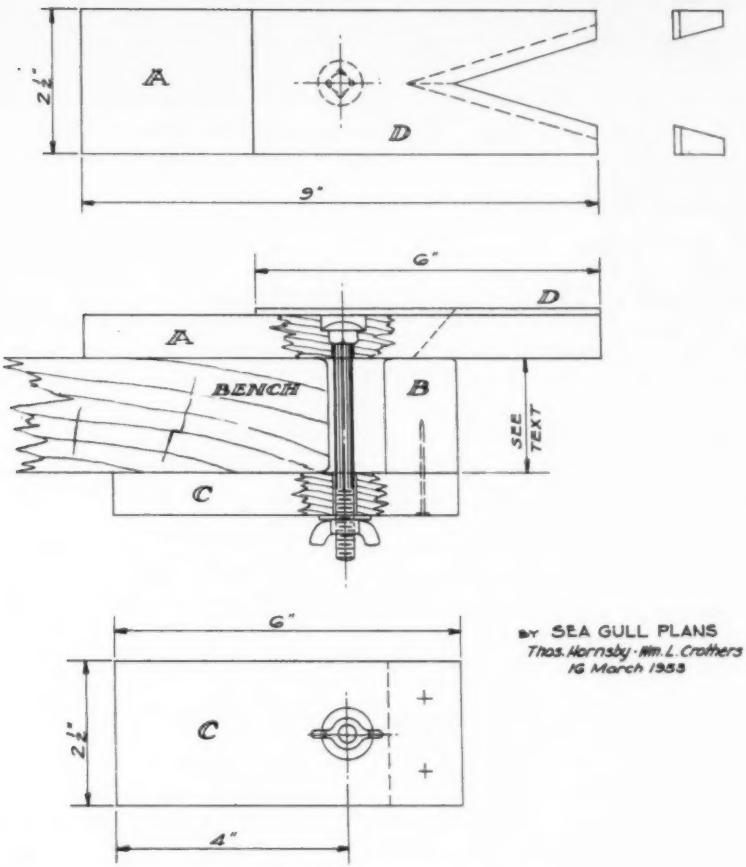
Mr. Max Lembke gave a descriptive talk on ARGONAUT BAY and its accomplishments to date. "As a city that owes 50% of every dollar to world trade" Mr. Lembke remarked, "San Francisco must remain maritime-minded and transportation-minded". He went on to say that once equipped, Argonaut Bay will be self supporting but without Argonaut Bay, the Maritime Museum will be incomplete. The plans now are to try and secure the PACIFIC QUEEN.

Dr. P. R. Denford entertained all hands with a showing of a color moving picture of what he described as "A Flying Fishing Trip" in the wilds of Canada, the trip being made for the most part in Piper Cub private plane.

The next meeting will be a dinner meeting, March 26th with the tentative meeting place Maison-Paul Restaurant, 1214 Market Street.

James H.Willey, Secretary

INTRODUCING A NEW MEMBER -Bill Matthews, Jerico Beach Hospital, 4300 N.W.Marine Drive, Vancouver, B.C.,Canada. I am a 27 year old former Merchant Seaman and have been in hospital for several years now. During this time I have followed my life, long hobby of ship modeling. I have been lucky enough to find more than adequate demand for my work, which keeps me working, which in turn keeps me happy. I build them in bottles, or large electric light bulbs, but mostly I like to work on scale models. I have one sitting in front of me now which I just put the finishing touches on not 15 minutes ago. It is a 1/8" scale model of the RAMBLER. Being a model fanatic, the thing I miss most is that because I am stuck away in hospital here, I do not get a chance to get around and talk with other model builders and exchange ideas and methods. I was thinking that membership in the Guild might help me a little in this. (Too late to classify)



BY SEA GULL PLANS
Thos. Hornsby - Wm. L. Crothers
16 March 1953

MODELMAKER'S SAWING FORK
by
Thomas Hornsby

This useful aid to wood or metal pierced saw work, can easily be made in a few minutes from scrap material found in the shop, and since its use is restricted to occasional jobs, the fork is designed to be quickly mounted or detached from the edge of the work bench.

First make top piece A from a piece of white pine, 9"x2½"x3/4", and plane or sand smooth and flat. Find the center of A, and bore a 3/4" augur hole to a depth of about ¼"; in the center of this hole, bore a ⅜" hole straight through the top, and insert a 5/16" carriage bolt 4" long. The head of the bolt should lie below the top surface of A. Nail a piece of ⅛" Masonite or hard fibre board D, about 6" long and 2½" wide over the top of piece A, as indicated in the sketch. Mark a center line on the fibre board, and strike a punch mark 2½" from the end, on this line. Scribe two lines outward from this mark, to points ½" inside the corners. Saw out the V thus formed, holding the saw at about 75° angle to relieve the underneath side of the jaws.

The exact thickness of the bench top to which the fork is to be clamped when in use must now be determined. Use calipers if necessary; the spacer block B is to be made 1/16" greater than this measurement, to insure that the fork will not have a tendency to pivot when in use. Block B is made of heavier stock, say 1¼", and is also the width of A; the clamping piece C to which it is glued and nailed, is made from the same stock as A and is 6" long. Drill a 3/8" hole through C as shown in the drawing, for the threaded end of the carriage bolt to pass through. Shellac all these parts, with the exception of the fibre top to preserve the cleanliness of the wood.

to preserve the cleanliness of the wood.

When dry, the saw table is assembled with a flat washer and the wing nut attached underneath and clamped to the bench top. If the spacing has been correctly figured for block B, the wing nut when tightened with the fingers alone, will be found to hold it securely in position.

Pierced work to be sawn, is first drilled in an open space, the saw blade threaded through the hole in the work, and the blade inserted in the saw frame, and the piece placed across the forks. Jeweler's saw blades are placed in the frame under tension, with the teeth inverted, so that the cut is made on the downward stroke, the sawing pressure keeping the work against the table top. Saws placed in the frame in the ordinary fashion have a tendency to spring the bow, resulting in too frequent snapping of blades. Some materials, such as bone, are likely to catch the teeth of the saw on the return stroke, to partly alleviate this, the work may be clamped to one or both forks if thought necessary. Do not 'ride' the saw, which places an unnecessary strain on the blade, but allow it to cut its own way freely.

To make this tool still more useful, the opposite end of A may be used as a mounting place for a jeweler's vise, small anvil or other special tool. Then, by swinging the table top A, on the bolt, to the reverse position, the tool thus mounted is swung outboard from the edge of your regular work bench top, and the work is then in an accessible position to do delicate work, such as drilling, filing or carving on small intricate pieces.

SOUTHERN CALIFORNIA GROUP

It is regretted that space would not permit in the last issue to give an account of the picnic at Cabrillo Beach and the visit to the museum there. It was a huge success and enjoyed by all and no business was transacted. The next meeting of the Group will be held at the home of Harry Hamilton, 15004 East Granada Ave., Whittier, on January 31st at 2P.M.

Doctor and Mrs. Ethan Allan Petersen will be present and tell of their experiences of their voyage of 17,000 miles across the Pacific in their Chinese junk HUMMEL HUMMEL. Will a member who has a projector please phone Harry Hamilton at Oxford 7-3673 or write.

EARLY FOUR MASTED SCHOONERS
from F.W. Thober

As there has been some discussion in recent issues of the "Journal" on the subject o the first five masted schooner, it might be of interest to bring up the question of the first four masted schooner. Gerald C. Knewston, in his notes in the November issue, suggests the possibility that the Great Lakes schooner GEORGE W. ADAMS of 1875 might have bee the first four master, as she preceded the usually accepted first, the W.L. WHITE, by fiv years. Pending the discovery of a picture, plan, or description of the ADAMS to definite determine the number of her masts, she must remain in the doubtful class. Certainly the fact that she was 231 feet long cannot be taken as an indication of anything more than th she will bear further investigation. There are, however, three fairly well authenticated four masters before the W.L. WHITE. None of them was originally built with that rig, so the WHITE's distinction as the first to be built as a four masted schooner remains undisturbed. A little information on each is given below. For a fuller account of them, including the sources where they were located, see "Log Chips" July 1949, page 78.

WEYBOSSET steamer, built 1863, by C. G. Greenman, Mystic, Conn.; rebuilt as a four masted schooner of 629 tons in Sept., 1879; lost May, 1886.

VICTORIA barge, built 1861; rebuilt as a four masted schooner of 344 tons at San Francisco in 1863.

ELIZA, built as the gunboat OSCEOLA in 1863 by Curtis and Tilden, East Boston; rebuilt as the four masted schooner ELIZA, 643 tons, about 1868, lost soon after.

MEETING OF THE NEW YORK GROUP OF THE GUILD

The last meeting was one of our best - there was no planned program but all brought something to be examined and discussed from ship models to books and souvenirs. Most of the evening was spent in a spirited discussion of our proposed marine exhibition and we want the rest of the Guild as well as our local members know what we plan to do.

We will hold an exhibition in the Museum of the Seaman's Church Institute, about the middle of May. This will be non-competitive for many members are not ship modelers. Our exhibit will consist of the best items from the many treasures of our members, from charts, souvenirs, rare books to ship models, steering wheels, and many old time items of the days of sail, altho it is not to be limited to sail only, The material exhibited will be displayed safe from harm and prodding and poking fingers.

It will take some time to plan this and we are starting early. Announcements to magazines and newspapers by the Institute of the Guild exhibition will go out early to assure their publication. The exhibition is to continue for about four weeks. The Seaman's Church Institute has been very kind in many ways, the New York Group is very grateful and we feel that our very best effort should go to make this exhibition a huge success.

The New York area has now over 90 members - including the nearby towns and cities of Connecticut and New Jersey and we hope many will respond to our call for exhibits. We also believe that a successful effort will greatly add to the prestige and membership of the Guild.

William D. Wilkinson, Secretary, will try to contact all members by mail - those who wish to talk it over - his address is 205 E. 78th Street, New York 21, phone Regent 4-8591

The next meeting of the New York Group will be February 5th, 1954 at Seaman's Church Institute, 25 South Street, New York. A cordial invitation is extended to all to attend and take part in the discussion and planning of our first exhibition.

William D. Wilkinson,
Secretary

QUERIES

Query No. 161 by Schaler, Butler & Associates, 1616 Eye Street, N.W., Washington, D. C. The Library of Congress suggested that the Guild organization might possibly be able to help us locate a picture of the ELIZABETH which sailed from New York in 1820 to take freed slaves as first settlers to Liberia. This voyage was sponsored by the American Colonization Society. If such a picture is available, could arrangements be made to have it photographed? We, of course, would assume the cost. It is our plan to reproduce a picture of the ELIZABETH in the Pioneer issue of the monthly Embassy publication LIBERIA TODAY. (Send copy of your reply to the Secretary)

Query No. 162 by William J. Cromie, 5067 41 Street, Long Island City 4, N.Y. Perhaps the Guild could help me with some information. I have learned that there is operating on the Pacific coast of Canada a successful whaling business. I believe they are located on Vancouver Island and whale six months of the year. I would be very grateful for the name of the company, their exact location and address, and what months of the year they are active in whaling. (Please send copy to the Secretary)

Query No. 163 by Howard L. Jennings, N.R.G., 802 Cafritz Building, Washington 6, D. C. "I am making a collection for a personal album of material on the old 7-masted schooner, THOMAS W. LAWSON. I would appreciate from any of the members any data or photographs with reference to the source where such information may be obtained if not at hand. Much of the material might be seen in the Library of Congress if exact references are included, and, of course, any data or information that the members may have themselves would be sincerely appreciated,

And above all - What are the names of the seven masts?

Objects of
SHIPLOVERS' SOCIETY
of TASMANIA

(a) To foster and promote an interest in the history and theory of ships and the sea.

(b) To assist in the study, collection, and preservation of maritime records, pictures, books, souvenirs, and models.

(c) To promote periodical meetings of those interested in the above objects.

There is no geographical distance between the objectives of the Shiplovers' Society of Tasmania, the Nautical Research Guild, and shiplovers' societies throghout the world. One great brotherhood of kindred spirits.

Because the Tasmania Shiplovers' Society has so aptly expressed our ambitions, hopes aims and objects, we feel sure they will permit us to print the objects of their society and adopt them for the Nautical Research Guild.

Answers to Queries

Query No. 150 from Mehrel Shank by Douglas H. Robinson, M.D. - Origin of the word "frigate" - the term frigate originated in the Meditteranean, and originally in the early 16th century was applied to a small single masted rowing galley. According to Corbett's "Drake and the Tudor Navy", the exact time and place of the first building of the sailing frigate was in 1589 when the Spanish Admiral, Pero Menendez Marquez, had five modified frigates built at Havana to carry home the Indies Treasure. The "modifications" must have been extensive, for altho they were supposed to row, if necessary, they were usually handled under sail, were heavily armed and much more successful than the older galleons in fighting off the English raiders.

Guild Slop Chest

The orders for pictures of the GERTRUDE L. THEBAUD and the BLUENOSE have been delayed these should be shipped soon. The requests for the loan of the negatives will be attended to as soon as the prints from them for the others have been made.

To our new members who join our ranks in 1954 - we have had reprints of many of the 1953 issues and now have complete volumes for sale of the year 1953 of the Journal. We also have a complete file of the issues for 1952 which are in good supply with the exception of the May issue of which we regret that we have only four left. These are priced at 50¢ each. Send no money - pay when you get the bill -- we do not want to make change. We will fill each order as far as our supply goes.

Wm. N. Fenerin, 1110 Guinda St., Palo Alto, wants information leading to the purchas of copies of the old Rhode Island Mariner. Please advise him.

Paul R. Maloney, 31 Taylor Ave., Atlantic City, N.J., is anxious to obtain several issues of the 1948 edition of the Secretary's Letter and the 1949 edition of the Journal Anyone having spare copies - please write direct to Mr. Maloney. These issues have been depleted at the Secretary's office.

Bill Adams Award

Robert F. Brown of Gloucester has donated the book "Fast and Able" - the life stori- f Great Gloucester Fishing Vessels, by Gordon W. Thomas as one of the prizes for this award. Starting with January, we now have ten months to try for this award and there are many members who have not been heard from as competitors.

INTRODUCING NEW MEMBERS

Edward Bowness, 201 Malden Way, New Malden, Surry, England. Mr. Bowness states on his application that he is interested in square rigged ships 1850-1930. His great interest is Ships of the Nelson Period and he adds that he is interested in ships - sail and steam of all periods. All of which covers a lot of "territory" but not too much for Mr. Bowness who is Editor of Percival Marshall and Company Ltd., 19-20 Noel Street, London, W.1. In addition Mr. Bowness is Editor of "Ships and Ship Models" which is the new, old name of the magazine "Ships and Power Boats". This new format will give 40 pages instead of 20 and is priced at 2/-per month. Mr. Bowness is a friend of our member Will H. Honey of London, a member of the Society for Nautical Research, the Guild of Model Shipwrights and an Associate of the Institute of Naval Architects.

Captain Harold F.deLasaux, 34 Florence Ave., Mill Valley, California. The Captain is in the Merchant Marine. He phoned his application from Long Beach. His nautical interests will come later. We are anxious to have his name in the 1954 Roster. We may add that any man who has lived friend and neighbor to Captain Leighton Robinson for 40 years, will have enough nautical interests to fill a big book.

Donald M. Cox, 5244 West Collum, Chicago, Illinois. "My principal interests are galleys and small craft. I would like to get plans suitable for ribbed and planked construction. I am also interested in armanents of the different periods. I have some excellent material on items such as Ballista and Catapults.

Peter Russell Eakins, Cassila 208, Arequipa, Peru. My special interest is Ships of the Nelson Period, their guns and color schemes.

Donald McNarry, 26 Cliff Crescent, Barton-on-Sea, New Milton, Hants, England. "Miniature Ship Modeling, with a preference for Stuart dockyard models" -- This is as Mr. McNarry tells his interests, but because many of us confuse the term miniature because it is used to include all models, we must explain that we have a fine article from Mr. McNarry on his miniatures which are on the scale of 50'=1" and we have also pictures of them - beautiful perfect little things 3" long - Mr. McNarry is a friend of member H.T.Fitzpatrick, Jr., of Montgomery, Alabama and both are very anxious to have his article published here. We believe there is a magazine named "The Miniaturist" -- devoted to the making of miniatures of all kinds. Will a member please send us its name and address or any magazine which might be of interest. We later will have some material from Mr. McNarry for the Journal.

Museum of Natural History, Leo D. Otis, Director, 236 State Street, Springfield, Mass. Members will recall our Query "A" which was devoted to the description of the models from the collection of the late Frederick L. Parker by Marshall Harger which was presented to the museum. Photographs of the many un-named models will be available soon.

Henry Darnell, 95 Westland Ave., Rochester, New York. I have never sailed "deep water' but I am enjoying myself in making ship models. I have made 8 models of various types, collected many photos and paintings and have quite an array of miscellaneous items, ranging from German house flags to a deadeye of an old Delaware Bay oyster schooner.

Daniel J. Dorcy. P.O. Box 223, Chicago 70, Illinois. At present I am looking for material on Perry's fleet of 1814 and Missouri River keel - boats circa 1840. I am greatly interested in modeling worthy but neglected vessels.

Lt. Comdr. Howard L. Jennings, U.S. Navy (ret.), 802 Cafritz Bldg., Washington, 6, D. C. Note in this issue the query of Mr. Jennings on the CHARLES W. LAWSON. We have a fine list of the material collected by Mr. Jennings on the LAWSON which we will loan to any member interested. It covers material from a broad field. Mr. Jennings writes "As a youngster I spent summers at Third Cliff, Situate, Mass., where we saw her rounding, standing in or out of Boston, hull down - rounding Provincetown. I have acquired a fine model of her in Quebec, Province.

Ralph M. Eastman, State Street Trust Company, Boston 1, Massachusetts. Mr. Eastman needs no introduction to many of our members. He has been active in nautical research for many years as author of many of the fine brochures of the State Street Trust Company. These beautiful illustrated booklets are the prized items in many a nautical library.

THE DIRECTORY OF SHIP MODEL PLANS

Mehrel Shank, Recorder
3504 35th Street
Nitro, West Virginia

The Directory of Ship Model Plans is a listing of the SOURCES of ship plans. Below are some of the plans of merchant craft, the sources of which are listed in the Directory. This is a partial list - not all are complete, but the majority of them are sufficient to permit the building of reasonably accurate models - The Guild does not sell plans; the Directory will help you find the source of the plan you want. List your sources in the Directory. Lists for Naval Craft, Spritsail Topmast, etc. will follow.

Section 1 - Merchant Craft

SHIPS
ACAMAS, steel
ALICE MENDELL, whaler
ALLIANCE,school ship
BANGALORE,iron,1880
BENJ.F.PACKARD,1883
CALIPH, 1869
CHALLENGE,clipper
CHAMPION OF THE SEAS
CHARLES W.MORGAN,whaler
COMET,clipper
CORIOLANUE,iron clipper
CROMDALE,wool clipper
CUTTY SARK,1869
DREADNAUGHT,packet
FLYING CLOUD,clipper
FLYING FISH,clipper
FORMBY,steel ship
GREAT REPUBLIC,clipper
HELENA,clipper,1841
HENRY B.HYDE,wooden ship
ISSAC WEBB,packet
JAMES BAINES,clipper
JOSEPH CONRAD,clipper
LEANDER,clipper
LIGHTNING,clipper,1853
LOCH ETIVE and
LOCH SUNART,1877
LORD OF THE ISLES,clipper
MARCO POLO,packet
MONTEZUMA;packet,Black
Ball Line
MOUNT STEWART,wool clipper
NIGHTINGALE
PALGRAVE, 4mt
RED JACKET,clipper
SEA WITCH, clipper,1846
SEVEN SEAS,1912
SOVEREIGN OF THE SEAS,1852
STAGHOUND,clipper
STATSRAAD LEHMKUHL,1914
SWORDFISH,clipper,1851
THERMOPYLAE,clipper
TIMARU,iron colonial
clipper
OAMARU,sister ship
TORRENS,clipper,1875
YOUNG AMERICA,clipper,1853
YORKSHIRE,packet

BARKS
ALICE TAINTOR,1855
ARCHIBALD RUSSELL,4mt
Wood, 3mt,Baltic Trader
Steel,Typical, 4mt
CALIFORNIA,4mt,1882
CHAMPIGNY, 4mt
DIRIGO, 4mt,steel
FRANCE, 4mt
FRANCE II, 5mt,aux.
FREEMAN, wood
KENILWORTH, 4mt
KOMMODORE JOHNSON,4mt
LINGRAD,3mt
PARMA,4mt,steel
PENANG ex.ALBERT RICKMERS
POMMERN, 4mt,1903
QUEEN MARGARET,4mt
ROSS-SHIRE, 4mt,1891
SHENANDOAH, 4mt
SUNBEAM, whaler
WANDERER,whaler
JAMES A.WRIGHT,1880

SCHOONERS
AMERICA,1851
ATLANTIC,aux.,yacht
ATRATO, tops'l.
BENJ.W.LATHAM ,fishing
BLUENOSE,fishing
CARL VINNEN,5mt,1922
CARNEGIE,1909
CHALLENGE,great lakes
COLUMBIA,fishing
LA COTE D'EMERAUDE,fishing
ELSIE,fishing
EMMA ERMEST,2mt tops'l.
L'ETOILE,school schooner
FORESTER,4mt,1900
GERTRUDE,fishing
GERTRUDE L.THEBAUD
HELEN BARNET GRING,4mt
J.T.WING, Great Lakes
JOHN FE.NEY,fishing
JOHN R.MANTA,whaler
JUAN SEBASTAIN de ELCANO
LUCIA SIMPSON,Great Lakes
McKEON,pilot schooner
MILTON,scow schooner
MONTAUK, yacht
Pinky fishing schooner
British coasting type
2 mt, tops'l
3mt, tops'l
SULTANA,1767
LA TOULONNAISE,1823
WILLIAM ASHBURNER, 3mt.

BRIGS
FRANE, Bengal pilot brig
JEUNE LOUIS,1873
JOSEPHINE,1824
MALEK-ADHEL,1840
MARIE SOPHIE,1879
PILGRIM
RUNNYMEDE,1845
VIOLA,whaler
VOLANTE,1853

OTHERS
THAMES COASTAL SAILING BARGE
Wood 3mt barquentine
"ONKER" barquentine
HERRING BUSS
CHINESE TRADING JUNK
CHINESE FREIGHT JUNK
COLUMBIA, sloop
CURACO, wood brigantine
EAGLE, pinkey,1820
FLORA,whaler, 1817
GALILEE, brigantine
GJOA, sloop,1872
HARWICH BAWLEY
HOOGAERS
KATY, pilot boat
Steel coasting ketch
LE KURUN, sloop, 1949
LEON, brigantine,1880
MANNIE SWAN, barkentine
MARIE-JEANNE, fishing sloop
MOZART, 4 mt barquentine
NEWS BOY, brigantine, 1854
RAVEN, brigantine, 1875
Flemish Semaque
SPRAY, cutter, 1880